



Connecting Redmond

BNSF Renderings



Contents

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 - Urban, Park, Garden, Woodland, Residential
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 - Grade separation and Use of Trestle
 - Surface/ Design Options

An overall concept was developed for the use of the BNSF as part of this planning effort. Character sketches and cross-sections were also developed to illustrate potential design options and are included here. The following describes each subsection and its content.

Illustrative Section: demonstrates how various uses may be accommodated within a right of way of approximately 100 feet. The BNSF right of way varies along its length and design adjustments would need to be undertaken or additional right of way acquired to maintain this section.

Potential Design Concepts: This section explores possible design concepts for portions of the right of way that undertake different approaches to use of space and character of the facility. These include Urban, Park, Garden, Woodland, and Residential. The design of the right of way and types of adjacent uses are likely to vary over the length of the right of way and therefore the character and design treatments are also likely to vary.

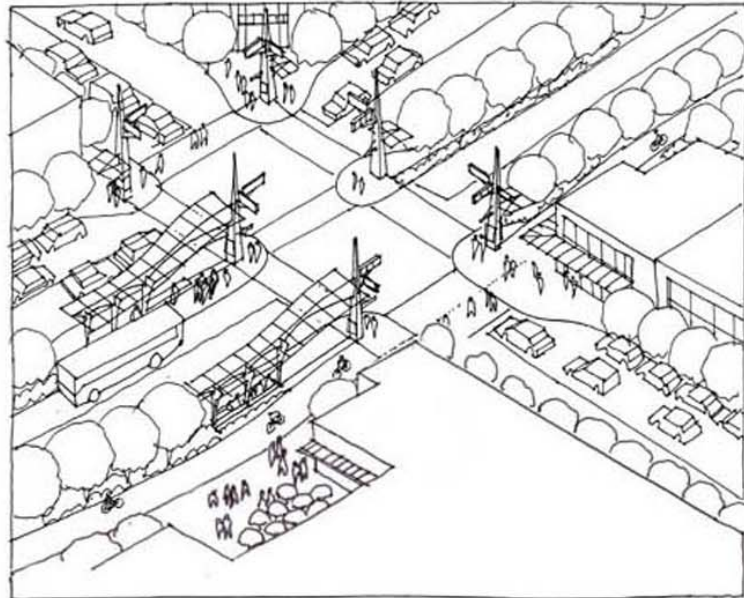
Potential Trail Options: This section provides examples of how a multi-use trail may be developed in terms of surface material and design options including grade separations and use of railway trestles.

Additional work is need to further develop a concept and design for the BNSF and is described in more detail in the “Implementation Strategy” section of this document.



TRANSPORTATION CHOICES FOR DOWNTOWN RAILROAD RIGHT-OF-WAY

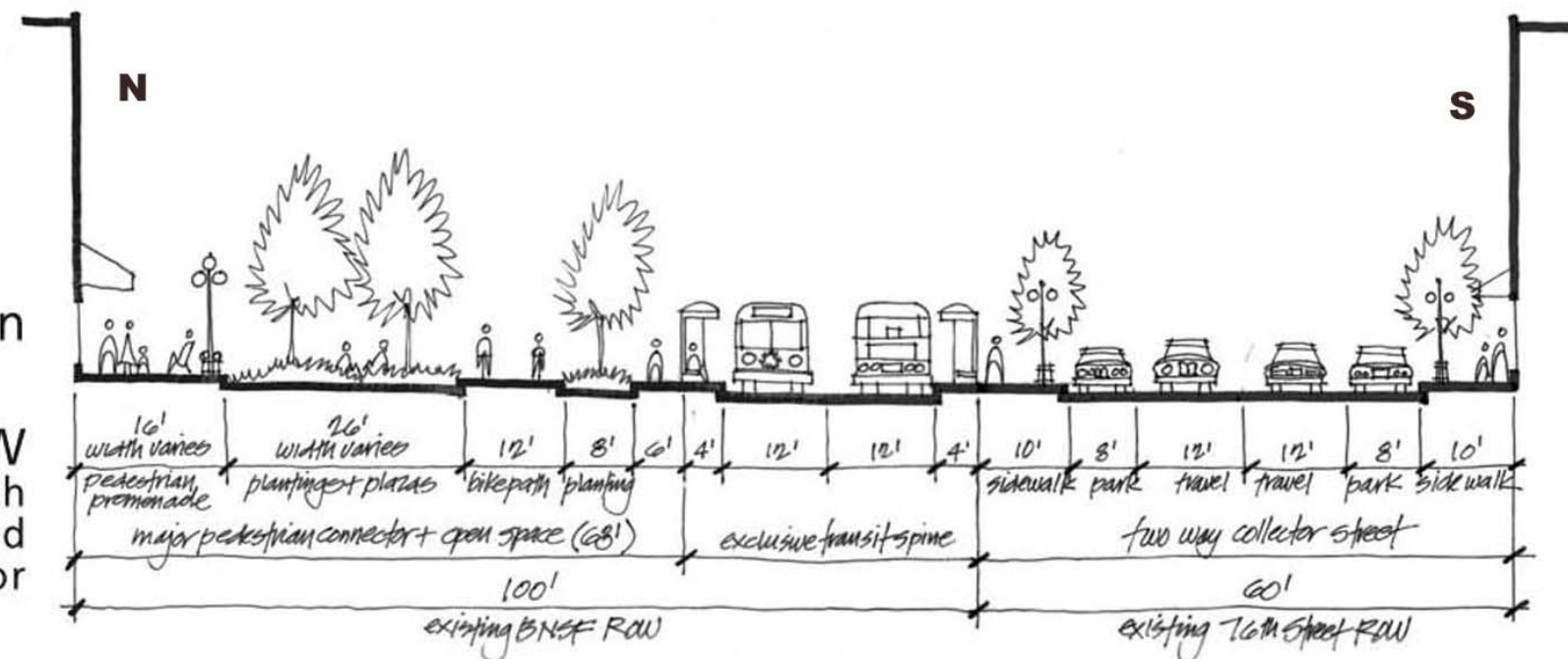
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Crossing

Illustrative Section

Cross Section
BNSF/76th Street ROW
Transit Spine with
Collector Street and
Pedestrian Connector





Potential Design Concept

Urban

- paved pedestrian area extends into ROW
- activities from adjacent uses spill into ROW
(such as cafes)
- central square in ROW is activity area for active or passive use
- central square may contain unique design element such as monument, clock tower, etc.



TRANSPORTATION CHOICES FOR DOWNTOWN RAILROAD RIGHT-OF-WAY

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Potential Design Concept Eye Level View

Urban





Potential Design Concept

Park

- central open lawn
- smaller paved pedestrian areas around perimeter



TRANSPORTATION CHOICES FOR DOWNTOWN RAILROAD RIGHT-OF-WAY

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Potential Design Concept Eye Level View

Park





Potential Design Concept
Garden

- formal garden as main feature
- smaller paved pedestrian areas around perimeter



TRANSPORTATION CHOICES FOR DOWNTOWN RAILROAD RIGHT-OF-WAY

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Potential Design Concept

Woodland

- central treed area as main feature
- smaller paved pedestrian areas along perimeter





Potential Design Concept

Residential

- activity from adjacent residential uses extend into ROW
- landscaped lawn and play areas as main feature



TRANSPORTATION CHOICES FOR DOWNTOWN RAILROAD RIGHT-OF-WAY

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Trail grade separated from street - potential
option at 166th Street

Redmond, WA



Potential use of rail trestle
as overcrossing Sequim, WA

Potential Trail Options





Seattle (Alki), WA



Concrete pedestrian walkway with adjacent asphalt multi-use path. Concrete walkway expands in high use areas



Asphalt multi-use trial

Redmond, WA

Potential Trail Options